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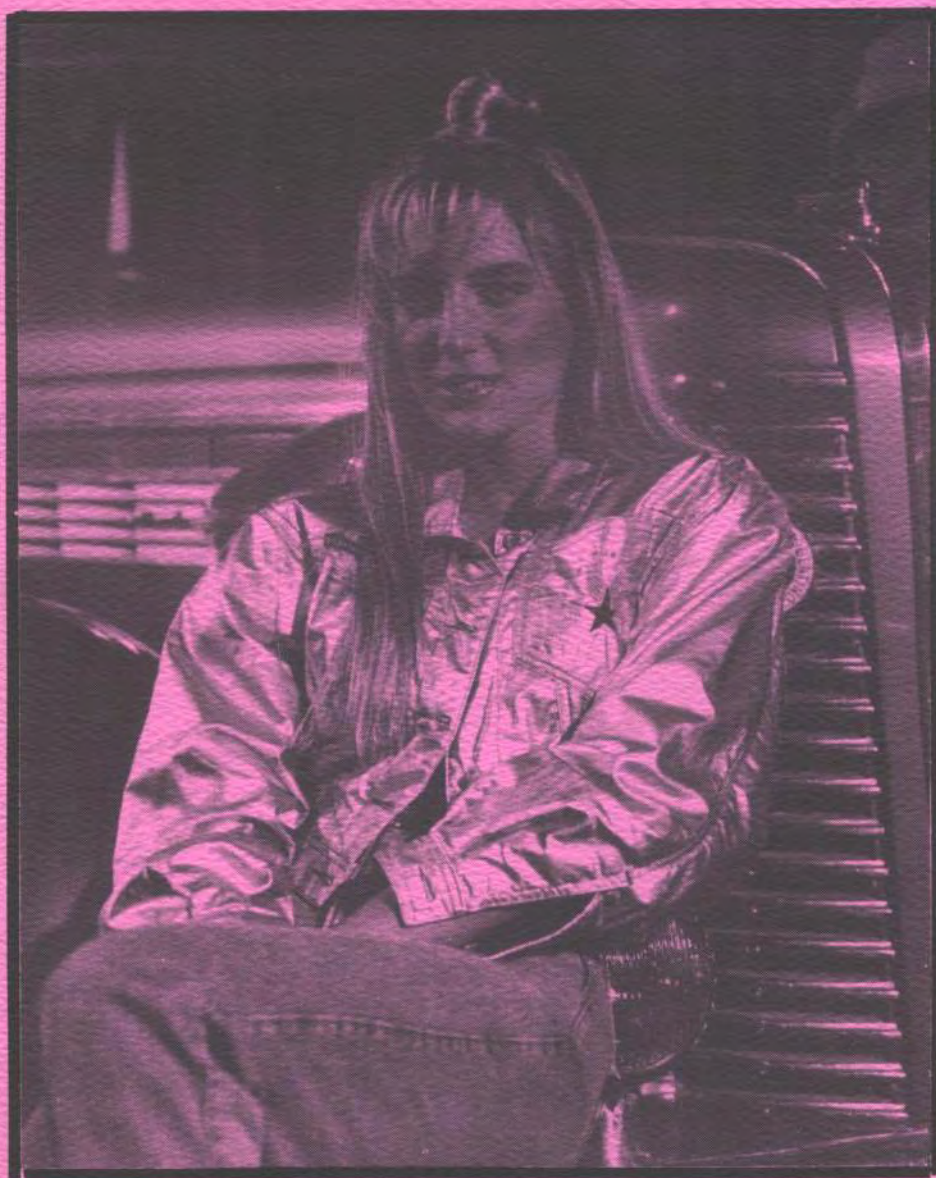
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THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume X • Number 5



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Volume X; Number 5

March 1992

William E. Olson, Editor • 842 Mission Hills Lane, Columbus, Ohio 43235



Miscellaneous Matter



EASTERN CLUB MEET & TOUR

MAY 29 - JUNE 2

I hope you have not forgotten to mark these dates on your calendars. A write-up on the Fifth Anniversary Flint-Crossroads Village Meet, plus registration form and information, appears in this issue — probably the last page.

A detailed tentative itinerary for the Tour appeared in Issue 4.

The First Flint Meet, in 1987, saw the best turnout of cars we have ever had at one of these events. Let's do it again! The Tour promises to be a beautiful and exciting adventure. The organizers of both have expended considerable effort to provide a really memorable time for all participants. Let's not disappoint them.

"BUY AMERICAN"?

The pros and cons of "Japan-bashing" have been much bandied about lately. In the course of this, it has been pointed out that it's getting difficult or impossible to tell an "import" car on sight. For example: the new Mazda 626 is more than 75% "made in USA"; the Honda is still an "import," despite being put together in Ohio, as more than 50% of it comes from Japan; and — get this — the Ford Crown Victoria and Mercury Grand Marquis, Americano-style vehicles surely, are "imports" — made in Mexico. So far no one seems to have suggested that any Buick is an "import" and I don't know how EPA (which apparently is in charge of making the determinations) figures out the percentages: weight? volume? something else? What in hell difference does it all make, if any?

• **FOUNDED BY DAVE LEWIS IN 1980** •

Cover: Impertinent & Scandalous Matter!

The '38 Century sedan (model 61) belongs to Jose Ramon Garcia Menendez (#856) of Rosario, Argentina. The young lady is "Sandra," about whom, Jose says, all details are "strictly confidential." At the risk of once again being accused of putting out a sexist publication, of being a chauvinist, or having other and further vituperations heaped upon my head, I decided that I could not keep these pictures to myself, that the Obligations of a Producer of Fugitive Literature demanded their publication. (Actually, if the truth be known, I have suppressed one in which Sandra has a bit less on -- but just a bit.) In the eleven-year history of this publication, there has never before appeared anything quite like this, or anybody quite like Sandra. Shall we have more Sandras? Can we have more Sandras? Voice your opinions!

If one is really intent on "buying American," I suggest that "where do the workers get their paychecks?" is a relevant inquiry, but to my mind a more relevant and more easily answered inquiry is "where do the profits go?" Presumably, in Mazda's case the profits go to Japan and ultimately to Mazda's stockholders, who are overwhelmingly Japanese nationals. In Ford's case, the profits -- when there are any -- go to Detroit and -- again presumably -- the greater part stays in the U.S.A. (Ford reported a loss of \$2.3 billion for 1991 -- that's a lot of red ink, but GM will probably top it. Chrysler lost only \$665 million.)

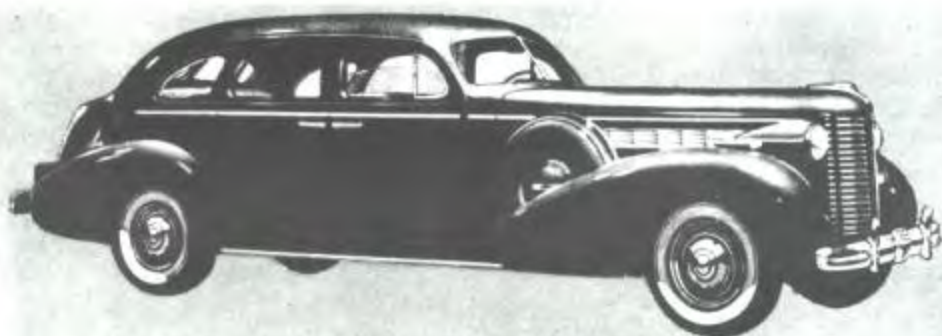
My experience with car salespersons tends to suggest that if you can find one who's reasonably forthright, and doesn't make you feel like you need a bath after you've left the showroom, you ought to buy whatever that dealer sells, wherever it's made.

FROM AUSTRALIA...HELP!

I received a letter from Mick Whiting (#381) in Garfield, Australia. Mick would like to borrow (or even purchase) a '38 "horseshoe" grille guard for the purpose of investigating the feasibility of having this accessory item reproduced. Apparently, while a few '38 bumper badges exist in Australia, there is not a grille guard to be found anywhere. Mick says, "I can assure any potential lender that I am completely trustworthy and totally reliable in such matters," and offers a certificate from his mother to such effect. He also offers to cover all expenses of the lender, and perhaps more.

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Mick also proposes to see if the bumper badge can be reproduced. (He has the badge.) If he succeeds, the result can be a boon to many of us now badge-less and guard-less. Can any member help out? I can personally vouch for Mick's character. Contact Mick at 24 Garfield Road, Garfield 3814, Australia. (If you wish to telephone, the local numbers are 056-292379 or 056-292274; certain access numbers must precede these, but I am not sure what they are, and one should call one's long distance telephone company to find out. One should also bear in mind that when it is 12 noon Eastern Standard Time in the U.S.A. it is (I think) 3:00 A.M. of the following day in Australia.)



Six-Passenger Four-Door Formal Sedan with trunk back
MODEL 81-F

❧ *A la Recherche du Temps Perdu ...* ❧

I was in a funk, friends, over the lack of material for this issue: my file was a veritable desert, a waste place, with not a "feature article" in sight. I thought of calling my friend and fellow-'37 Roadmaster owner, Clint Preslan, who has written eloquently in the past about his experiences as an old-car fancier, and pleading for one more effort. But no, I decided, Clint has done so much, I do not have the heart, or the nerve, or the stomach, or maybe even the other anatomical parts, to ask. And then, as if heaven-sent, the following article appeared in my mailbox. I fell on my knees and gave thanks. Needing no prompting, Clint had come through again.

In his accompanying letter, Clint said this:

"Why old cars generate such intense enthusiasm in myself and others has long fascinated me. You too, it seems. After reading your findings in "The Red Badge" (Issue 4) I was hooked. I could think of little else. Why is this such an exciting pursuit?

"My free time this week was spent at the desk and typewriter. I couldn't leave. It was great. (Don't ask my spouse about it.) Hopefully other members will share their own thoughts on "Why?" with us -- it's fun stuff. The enclosed is what comes from reading the 'Tube."

The Almost-Undiscovered Country

By Clint Preslan (#461)

In the last issue of the 'Tube, our Editor enlightened us with a personal essay, "The Red Badge." Bill's story is important to us because it illustrates the agony and ecstasy involved in saving a '37 Buick, and is a triumphant example of how this gut-wrenching but rewarding pursuit can succeed. (ATTABOY BILL)

Compare Bill's joyous last statement to the ending of Bill Mack's piece, "A Sad Story." Would you take your daily driver to the old gent's bodyshop?

Like Bill, I am fascinated with the WHY of the old car hobby, particularly where '37-'38 Buicks are concerned. I wonder if "hobby" is a word of sufficient strength to describe the scope and intensity of our activities. Bottle-cap collecting is a "hobby". Knitting is a "hobby". True, old Buicks belong to our leisure time; they are an avocation. Most of us make no money while engaged in the mysteries of the "straight eight"; in fact, quite the opposite is true. As Bill points out, our Buicks "eat money," they don't provide it.

A moment of high comedy can occur when the truly uninitiated see your Buick in the garage and exclaim: "Hey, lookit the old car! Whatta ya do, fix 'em up and sell 'em? ...You make some fast cash that way?" Sure do, son. I guess "hobby" will do. In any case, like Columbus (Bill lives in Columbus), our Editor has courageously set foot on the beach of the "Almost Undiscovered Country." This is the Magic Kingdom within each of us where we carefully store our personal mythology, fantasy and folklore. This Kingdom really runs on magic, unlike the ones in Florida and California supervised by Mickey Mouse. Mickey is a kingpin in a billion-dollar empire, and runs on hard cash. If he showed up on my beach doing wheelies and figure 8's in that goofy little roadster of his, I'd tell him to haul ass.

I have been active in the old car hobby for 33 years. I own three "old" cars: a 1937 Roadmaster 81, a 1926 Model T Ford, and a much-modified 1962 VW beetle. Although they are different types of cars from different eras, each one is an old friend and a good comrade. The Buick, of course, is my flagship. As Bill says of prewar Fords, "They may be fun (they are) but have no dignity." Beetles don't scoot with dignity either, and Model T's ring up a large negative balance on the dignity scale.

On board his Buick, "Freya", our Editor has made valuable discoveries involving us all. Following his intrepid example, I would like to comment on his findings and do some exploring of my own.

1. OLD CAR PEOPLE ARE ROMANTICS.

Bill has found he is "an incurable romantic at heart." He suspects we are, too. I believe he is quite right. This is how Webster defines "Romantic".

Relating to days of old and chevalric heroes, excitement, love, adventure, tales of wonderful and extraordinary events, all characterized by much imagination and idealization...

"Why hell, that's us, ain't it?"

We are Romancers of the Machine. We get excited about 1937-38 Buicks, all kinds and varieties of other old cars, trucks, motorcycles, bicycles, steam locomotives, airplanes, farm tractors, motor boats...all the Hemmings stuff including sales literature, shop manuals, parts books and the lore and accouterments that go with them. Now, not only are we "Romancers of the Machine," old car people are Romantic Adventurers of the Machine. We want the real thing! Where's the iron, the steel? Don't just give us plastic model kits, books and pictures! Give us gears, axles, wheels! Quite literally, we want to snatch a vehicle from history's trashbarrel and redeem it; bring it back as close to original as possible, work on it, drive it, live with it, preserve it.

Isn't this romantic? (Don't ask your spouse.) Remember Don Quixote, "The Man of La Mancha?" He would "march into Hell for a Heavenly Cause," and he had memorable experiences with windmills. I believe every true old car person is at heart every bit the Great Adventurer Don Quixote was. Hopefully we are all much less deluded and in far better physical condition.

2. PERSONAL CONTROL.

Okay, you say you're a Romantic Adventurer. Without an actual old car you're still a "Romancer". "You got to get a car." Physical and legal possession of the old



Clint Preslan's '37 Roadmaster undergoing restoration at the shop of Lander's Antique Autos (Dennis Lander, #696) in Elyria, Ohio, in 1984.

car, "personal control" as Bill says, is a critical element in our activity. You must be in control, you must take charge.

In March of my senior year in high school, my dad and I were driving by the Nickel Plate yards in Bellevue, Ohio. Beyond the chain-link fence, row upon row of black steam locomotives with the yellow-gold script "Nickel Plate Road" on their tenders and gold numerals under their cab windows waited in the chill sun. Switch engines, 2-8-0's, Mikados, big Berkshires; steam locomotives from all over the division had been collected and parked there, pilot-to-coupler. There were more steam engines than I had seen in one place in my life. They were not there for my enjoyment. They were cold, their fireboxes were cold and they would never see a fire again. "No," I thought, "No!" How could this happen? For 130 years steam locomotives had run the rails, they were the very mythology of railroading. Now they were going to destruction before my eyes, and there was nothing I could do about it.

You must have control of the vehicle: "Don't worry, ol' girl. THEY ain't gonna git you." "They" being the junkyard, rip track, blast furnace, or your ex-spouse.



December 29, 1952 - Dublin, Georgia. Clint and brother Vic in the cab of Wrightsville & Tennile No. 203, a venerable 1905 Baldwin slide-valve 2-8-0, then cold and now gone. (Grandfather took the photo.)

3. RECAPTURING TIMES PAST.

"A la Recherche du Temps Perdu," as Bill says so fondly. Here is common ground discussed in many an old car article. I am fortunate that when I was born, my paternal grandfather was driving a '37 Roadmaster and continued to do so until just after third grade started for me in 1948. During the war years and immediately afterward, I spent much time with my grandparents (my dad was overseas with the Army engineers and my mother had a part-time job). My grandparents were true Buick fans, had a great sense of fun, and my grandfather was a no-nonsense railroad and steam locomotive enthusiast. At a bad time in history, I had come to a good place.

The words "1937 Buick Roadmaster" are music to my ears. In the July dusk when it is time to pull the Roadmaster into the garage, I half-expect my grandfather to come walking around from the driver's side, "Hey, let's go! You want ice cream or not?" Twenty-seven years after the last door closed behind him, he rides with me still.

4. SUPERIMPOSING THE PAST ONTO THE PRESENT.

In "The Red Badge," Bill writes "Now I am not the wide-eyed eleven-year-old boy on the sidewalk, I am actually on the road, behind the wheel." Bill, I respectfully suggest the boy who loved Buicks is very much with you. You are the excited 11-year-old jumping up and down on the depot sidewalk, "Lookit that! Lookit that Buick!" At the same time, you are the distinguished, debonair man-about-town behind the wheel, casually waving "Hiya Kid...ah, ha ha" as you vanish into a Wagnerian sunrise, transported there in the lap of the Norse Goddess of Love and Beauty. (Uncle Sam need not apply.)

All the rides, wonders, and delights of Epcot Center and Mickey's Magic Kingdom could never generate such a glorious moment, not even if Bill was a luncheon guest at Cinderella's Castle. Romantic Adventurers know a 55-year-old Buick is what you need to draw out genuine magic, not Mickey's grasping materialism. The concept of time has no real meaning to your mind. You can remember exciting events from 40 years ago with greater clarity than what you had for supper last night. Our 1937 and 1938 Buicks are as close as we get to real time machines; they never really left, and they're here with us now.



September 1991. Clint Jr. ("Rocky") takes the part of the wide-eyed 11-year-old boy your Editor once was, affecting a simulation of late '30s boyish attire: cap and knickers. (Note to British Empire members: what we called "knickers" you called "plus fours"; what you call "knickers" we call "panties".) I never wore knickers when I was in grade school in the 1940s -- they had pretty much gone out by then -- but a few boys did.

5. GREAT CRISIS AND THE LEAP OF FAITH.

"But if we are to have vision, we must learn to participate in the object of the vision. The apprenticeship is hard."*

Who among you will say bringing an old car back is not hard? Preservation and restoration are mental, physical, emotional, and financial struggles. It is comforting to have family and friends for support, but in the end you will face the test yourself, like the Romantic Adventurer of Old.

Hemmings and Old Cars are peppered with casualties, failed guests, wounded horses, empty saddles: "Disassembled, make offer"; "Finish my dream"; "Must sell, \$20,000. invested, will take ten"; "50% restored, parts in boxes."

The blackest, foulest, most evil part of the old car hobby is when a true Romantic Adventurer cries in anguish, "Oh my God, what am I doing? WHAT HAVE I DONE?" This friends, is a moment of darkness greater than the end of Bill Mack's story. No windmill's shadow, this is the great crisis, the Real Dragon that Romantic Adventurers confront. What happens next depends upon the individual, and there are no easy answers. As Karl Malden was so found of despairing (until Johnny Carson showed us the comedy of the words), "What will you do? What will you do?"

You must have faith, and trust your spirit. You must have faith in yourself, in your car, and in your vision of it, your dream. Like the true Romantic Adventurer you are, you have to have faith in your Almost Undiscovered Country. What did you see when you started out? What are you seeing now? Get control, take charge.

When working with old cars, you cannot deal in negatives. You are already swimming upstream; the last thing you need are more rapids, log jams, great cataracts and whirlpools in front of you. Negatives are the death kisses in everyday life. Set them on your Buick and they'll devour it like a corrosive acid. If you screw something up on your car, you will unscrew it. Old cars are a labor of love. If you love something, you come to it with fierce joy and do your very best because you want to.

What did our Editor do in his great crisis? Did he cut his losses and become a Hemmings statistic? Does he now snarl about "Damnfool old Buick clowns" who set him on the wrong path?

Bill writes, "NO. In truth friends, the 'Buick 8' is the badge of accomplishment and satisfaction. I have learned a lot, more than I thought possible, and have the satisfaction, not only of participating in the preservation of a beautiful machine, but also of bringing, if you will, the past back to life in a new way."

So Bill or Clint or Don or Bob is tinkering with his Buick in the driveway and a neighbor drives by waving, and yells, "Hey, there he is! Playing with that big toy again?"

You wave back, "Yep, sure am." Ah, ha ha...some toy.



*Flight to Arras, by Antoine de Saint-Exupery. Reynal & Hitchcock, New York, 1942 (p. 57).



August 1985 - Toledo, Ohio. Clint and Roadmaster at the BCA Great Lakes Regional Meet. (See Vol. IV, No. 1.)

EDITOR'S NOTE. Our thanks to Clint for an inspiring and thought-provoking story. Those of you who have Vol. VIII No. 8 (June 1989) may turn back to it for some more reminiscences of Clint's grandfather ("My Grandfather's Yardmaster", page 8.) He was "a big guy" in more ways than one. Regrettably, my own grandfathers were gone before I could know them (one before I was born).

One sentence in Clint's present story I found especially affecting. "Twenty-seven years after the last door closed behind him," Clint says of his grandfather, "he rides with me still." Clint, I believe he rides with me, too.



Six-Passenger Four-Door Touring Sedan with trunk back
MODEL 81

An Unusual '38 Roadmaster



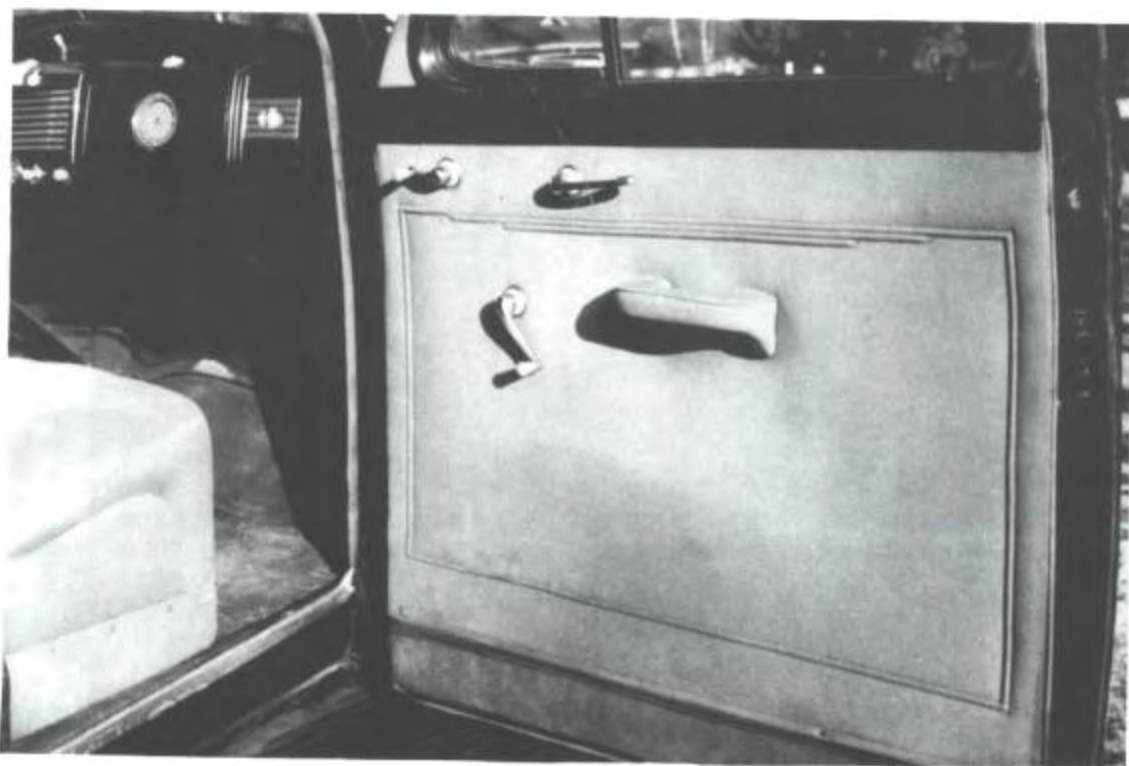
Jim Flack (#499) bought the 1938 Roadmaster formal sedan (model 81-F) advertised in Issue 3. It turns out to be an extremely interesting car in very good and almost completely original condition. The interior woodgrain is almost perfect, as is the upholstery, and the original carpet and trunk mat are still in place. A former owner converted the headlights to sealed-beams and put a set of those add-on whitewall strips over the black tires, but apart from maintenance items those seem to be the only deviations from "factory". The odometer reads 76,000 miles.

The car is dark blue ("Gainsborough Blue," Code 516) and the upholstery fabric is Grey Broadcloth (Trim Code probably 472 or 499). The fabrics have changed color over time, so that the headliner has that greenish-brown look that all of them seem to assume, and the door panels, which may be a different fabric from the seats, have a tannish cast. (A marked change in color over time is not unusual for car interiors, and one should not assume that an original interior today is the color it was when new: it isn't. The '37 Special I once owned had an obviously-original interior, and the ID plate said Trim Code 301 — Taupe Mohair — which was the fabric used in most '37 40-series sedans. The color, however, was not taupe — it was greenish-gray, and the headliner was that same greenish-brown.)

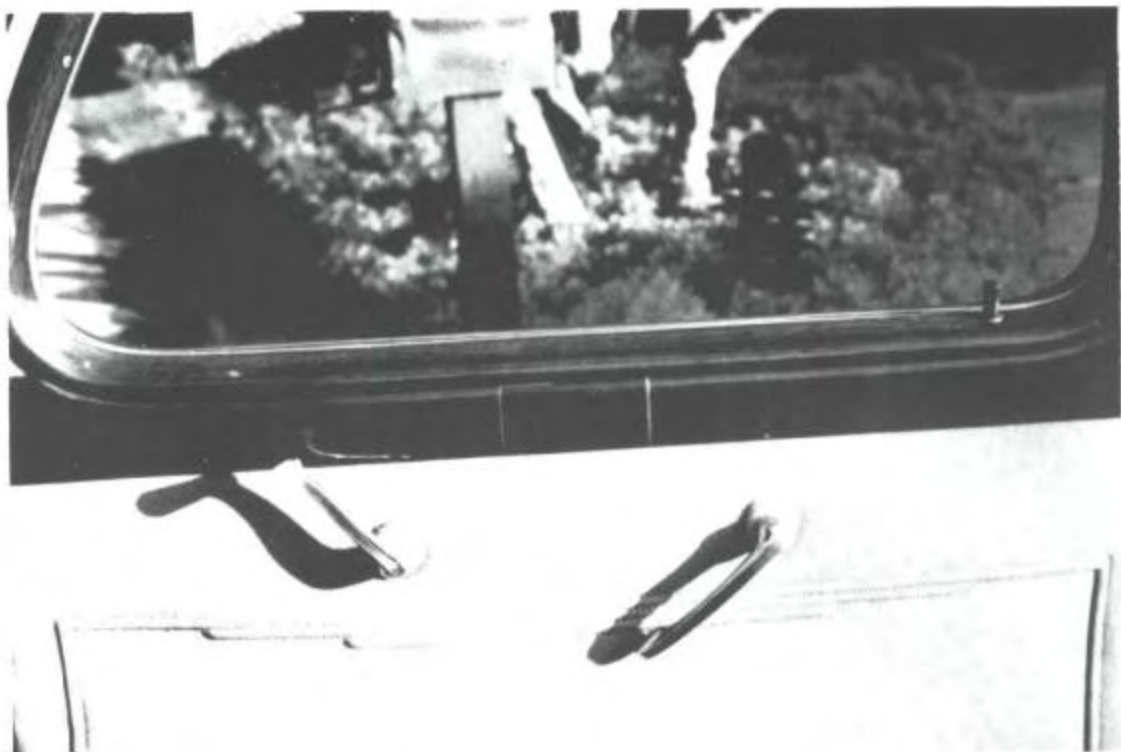
Jim Flack's 81-F



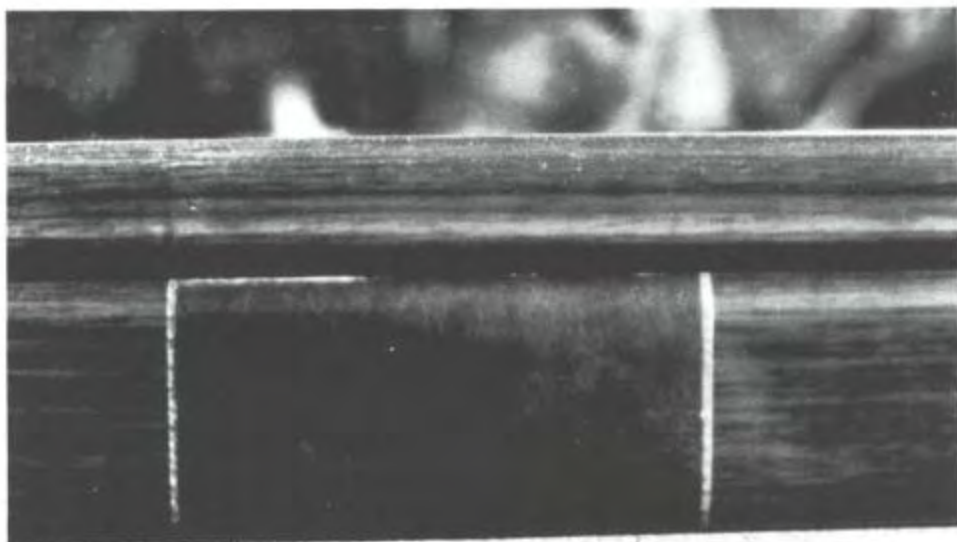
1938 Roadmaster rear seat has ash tray and lighter in each side arm rest. Looks comfy, doesn't it?



A good view of the '38 80-series door panel treatment. Notice the carpet-material section along the lower edge where the door overlaps the side body sill.

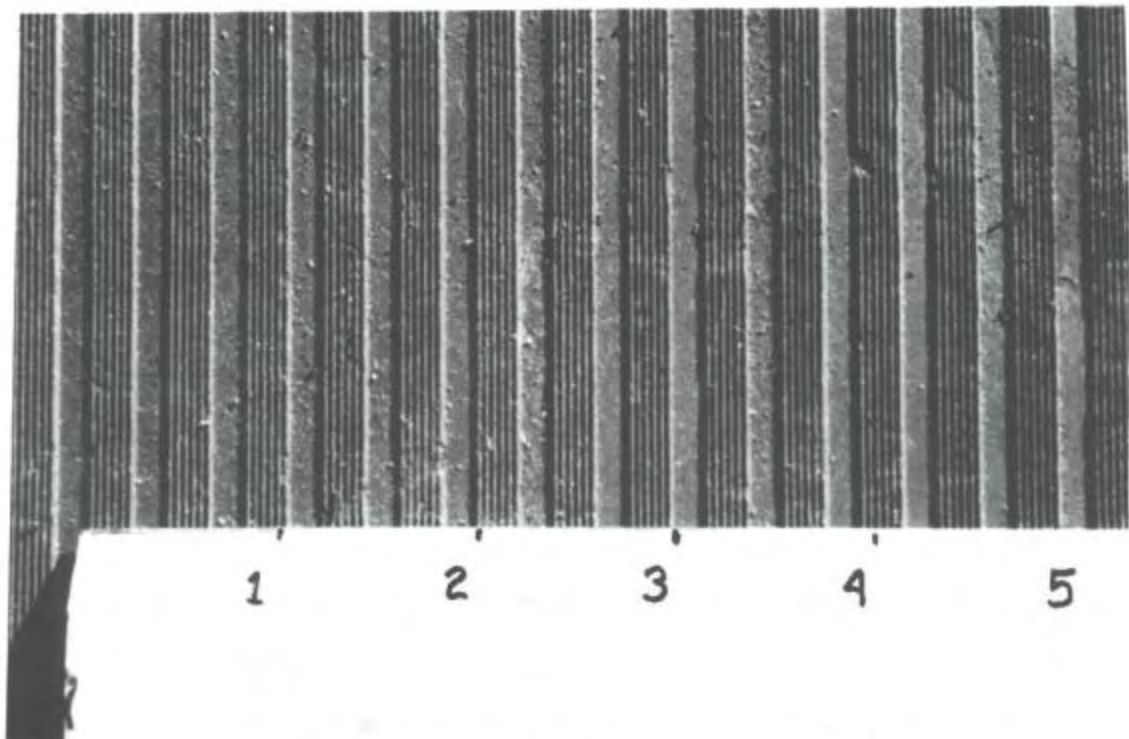


All garnish moldings on '38 80 and 90-series cars had a straight-grain "mahogany" or "walnut" woodgrain finish applied to them. Centered below each door window is a "burl"-pattern section 3-9/16" wide, set off by gold stripes 3/32" wide.

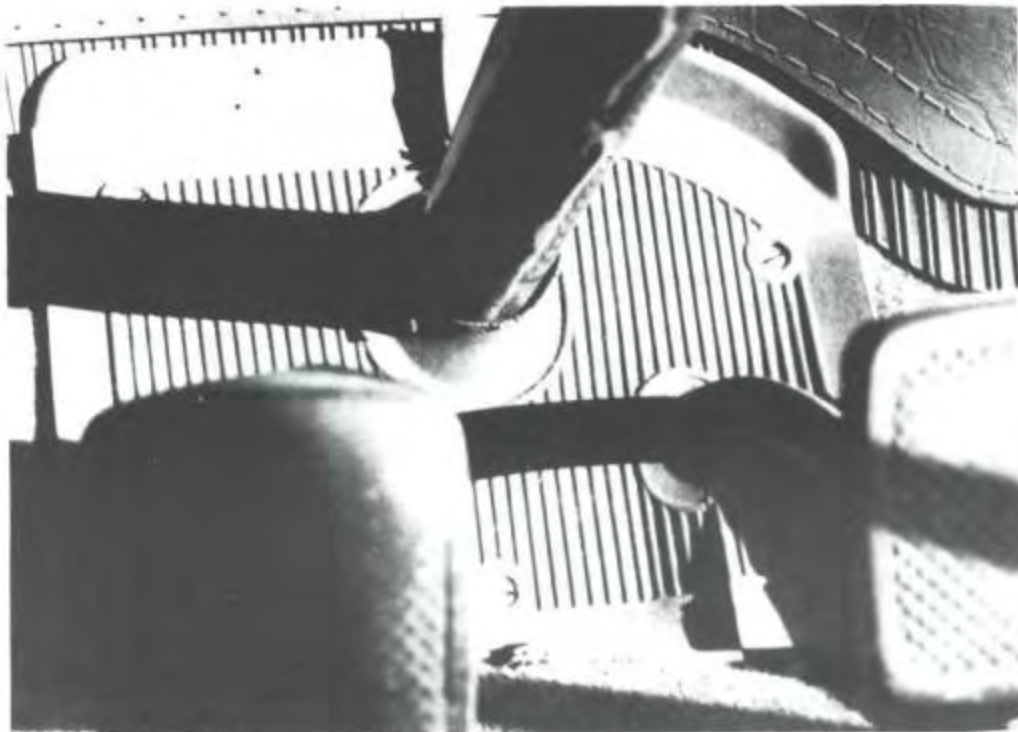




Mechanical ("wind-up") rear compartment clocks were found in '38 81-F and 90-series models. (There were no rear compartment clocks in 1937.) This one still works. The clock swings out (as shown here) for winding. Crank handle for division panel glass appears below the clock.



Close-up of original accessory trunk floor rubber mat. These were taupe (dark tannish) in color, and went either on the floor in six-wheel cars or on the plywood shelf over the spare wheel in five-wheel cars. The ribs run from side to side, not fore and aft.



In the past, we have speculated about front-floor treatment for 80 and 90-series cars. This car clearly has carpet in front, but there is a taupe rubber insert fastened by screws on top of the carpet, around the steering column and pedals. Notice that this insert is slit in three places so that it can be slipped over the column and the brake and clutch pedal arms.

Jim and his wife are fans and collectors of 1930s "Art Deco" or "Moderne" articles and furnishings; in fact, I think their house dates from that era. Apparently, there is an association or club of 1930s fans in the San Francisco, California area, and the Flacks liked to go to the get-togethers in their 1937 model 46. However, according to Jim, they'd been wishing they could take friends with them in a 1930s car, which is plainly impossible with a business coupe. So, when the Roadmaster came on the market, Jim was primed and ready, and the Flacks can now travel in real style.



The material on the next two pages is taken from The Buick Magazine for November 1937. The publication was started in 1935, and lasted into the 1950s, or perhaps later. Although each issue had a cover price (in 1937, 10¢), it is believed that participating dealers sent it free to their customers.



TECHNICAL TIPS



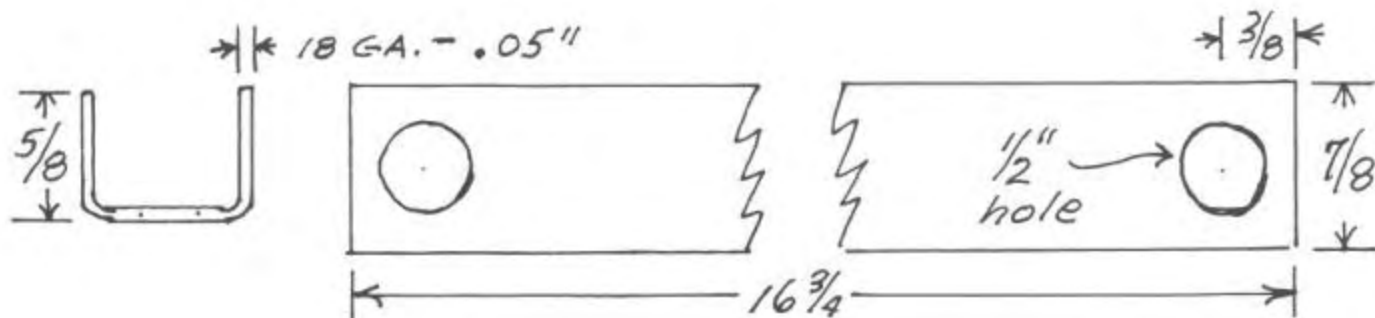
THANK YOU, HARRY!

Harry Logan (#651) recently retired from a job as a television producer, and got down to some serious business. He bought a coupe and turned it over to Dave Lewis to make a show-quality job, then turned his attention to the '38 coupe he already had, to fix a few things up. (The "old" coupe was already pretty nice for "just a driver".) In the course of this, Harry has plainly been coming up with a bunch of neat little "tips" as he goes along, and he has been peppering me with them: hardly a week has gone by since January 1 when I have not received a paragraph or two. I have aggregated those received thus far into the following medley or potpourri or anthology of

HARRY'S HELPFUL HINTS

'38 GRILLE BRACKET

Jim Flack's very original '38 Roadmaster has a bracket that runs crosswise behind the upper part of the grille, just aft of the sheet metal baffle. Most of the '38s I've seen are missing this piece. I don't know whether they've been lost over time, or whether the brackets were not installed on all cars produced. It's a U-shaped steel channel section, 18 gage (1/16"), and was apparently painted flat black. A hole is drilled in each end to attach the bracket to the bolts that hold the grille in place. I had a local sheet metal shop make me one for \$5.00.



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Handsome they are...

Jewels for the finest settings, Buick's new Limited and Roadmaster models—in both style and mechanical improvements—are the year's most commanding representative of luxury car development

WHEN, with canvas dropped, racing sloops glide into their moorings and wave-sloshed, wind-tousled yachtsmen jump ashore for a change into dry clothing and an easy ride home...

When hard-riding malleeters gallop to the end of a final chukker, unstrap their knee pads and turn sweating, red-nostrilled ponies over to their grooms...

When the last putt is holed out and scores are compared...

In all these places where life is lived keenly, you'll see the luxurious cruisers of the Buick line: the lordly Limited, the royally distinctive Roadmaster. For, even more than their Buick brothers, the Century and Special, these big, handsome fellows represent the ultimate in refined motoring.

In any one of the seven Limited and Roadmaster models, you'll find every performance-proved mechanical feature that Buick stands for. You'll have a silky 141-horsepower Dynaflex valve-in-head straight-eight engine awaiting your treadle touch. You'll have Knee-Action, and Buick's exclusive torque-free springing—the only rear axle coil springs on any car we know of—to loll you over country drives without a jounce or jiggle. You'll have the even-keeled security of torque tube drive, the swift, sure stopping power of tiptoe hydraulic brakes.

And in addition to these major mechanical refinements you'll be the proud possessor of a big, roomy luxury car that's as sleekly styled as an airline flagship; as smartly appointed as a liner's first-class cabins. A luxury car that isn't bulgy, stumpy, or



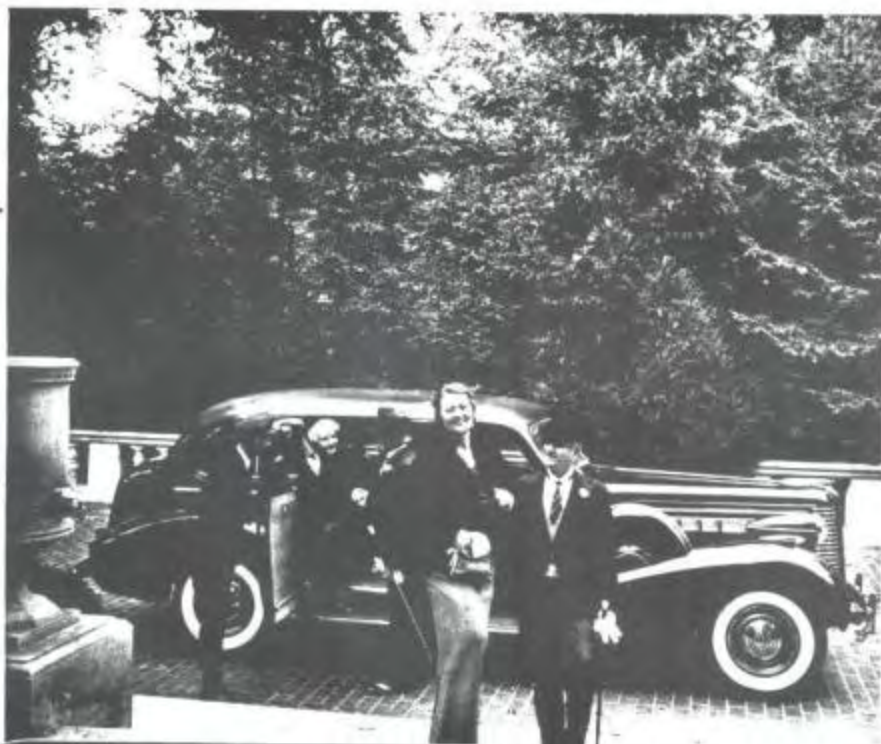
Beyond the roomy rear compartment, beyond the glass partition in the Limited limousine, your chauffeur enjoys the handling ease of smaller cars

ponderous; a car so gracefully proportioned that you won't know its true size until you stretch out your legs in lounging room comfort—and find plenty of clear space ahead.

Our Limiteds and Roadmasters, you'll recall, were uncrowded leaders last year. But that wasn't enough to satisfy Buick engineers. They heard that discriminating buyers were swinging in increasing numbers to Buick's biggest bargains. That was ample reason, said they, for restyling the big models from bumper to bumper.

So they contracted for roomier, streamlined Unisteel Turret Top bodies by Fisher. They increased vision for the driver. They added a galaxy of conveniences for all passengers.

To give the big Limited and Roadmaster



In a woodsy setting or before a stately mansion, the distinctive new Buick Limited is always at home

In both the Limited limousine and Limited eight-passenger touring sedan, five persons find roomy accommodations



and handsomely they do



Rivalling the luxury of your own drawing room, Limited and Roadmaster models have Fisher No Draft Ventilation, convenient assist straps, cigarette lighters and ash receptacles, and a broad center armrest.

models the silky handling ease of the Century and Special, they refined the steering action. To the clutch, they added an assist spring, which reduces pedal pressure five to seven pounds.

Then they eased these tomorrow-styled bodies onto the most modern chassis in the world.

To the luxuriousness of the interior, they added the restfulness of silent zone body mounting and the cushioned glide of torque-free springing. And to all this solid motoring comfort they added the sparkling performance of the Dynaflex valve-in-head engine—the most efficient engine ever built, bar none.

To top off their achievements, they created for you a choice to meet every desire.

Wide doors invite you to step out, as well as in, easily



So sleekly styled, so light under your touch that only the commodious interior of the Buick Roadmaster betrays its size



Stretch your legs; there's more room than ever in the new Roadmaster

Two inches wider in front! Three passengers enjoy ample elbowroom in the front seat, as well as the back seat, of the Buick Limited and Roadmaster models

In the Series Ninety are these three distinguished Limiteds: an eight-passenger limousine with trunk back, an eight-passenger touring sedan with trunk back, a six-passenger touring sedan with trunk back. In the Series Eighty are these four incomparable Roadmasters: a six-passenger formal sedan with trunk back, a six-passenger touring sedan with trunk back, a six-passenger streamline sport sedan, a six-passenger convertible streamline sport phaeton.

You'll see these big fellows pushing their distinctive bonnets into the foreground wherever the smart set gathers. You'll see them outwining competitive cars on the open road.

And when you see them—and picture one rolling up to your own door—remember: every one of these palatial models is the



product of precise, dependable Buick engineering. Every one packs the honest dollar value that has always characterized Buick built cars, whether in high- or medium-price brackets. If you are the typical fine car buyer, these are your final assurances of enduring satisfaction and pride.

COUPE OWNERS — DOES YOUR TRUNK RATTLE?

Mine did, and I cured the problem by installing two Lynn Steele rubber bumpers (part no. B-0163; \$23.10/pair). These anti-rattle bumpers are missing on many of the coupes I've observed. To check for yours, look at each side of the trunk lid near the bottom where it curves. If a bumper is missing, you'll see two threaded holes for the attaching screws. The Steele part has a steel core, which makes for a strong trouble-free installation.

EDITOR'S NOTE: In the accompanying photo, which Harry sent me along with the above note, he demonstrates another way to cushion the trunk lid: put a Christmas tree in there! Of course, you won't be able to close it all the way. The photo also shows a very unusual Buick accessory: the rear center "sharktooth". These were spring-loaded so they could be pulled back for clearance when opening or closing the trunk.



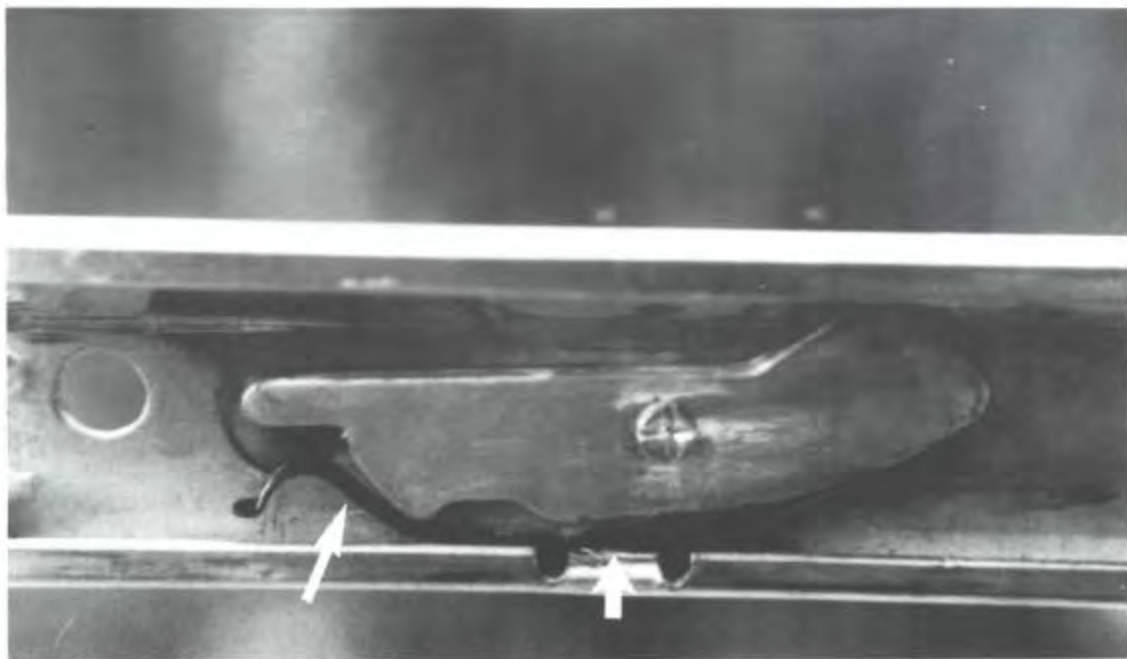
'38 DECK LID SUPPORT ARM

The telescoping deck lid support arms found on at least some '38 Buicks were also used on many other '38 and late GM cars. Sedans typically have one support arm and coupes two. The most common problems with these arms are: (1) the deck lid will not lock in the open position; or (2) if it does, it will not release to close. Both problems are often caused by a broken cam spring. A replacement spring may be ordered from

Guy Close
13426 Valna Drive
Whittier, CA 90602
213/696-3307

Ask for Part No. 1759; cost is \$3.00 plus 15% for shipping and handling (plus sales tax in California). Ask also for his blue-colored list of '38-'48 Buick fasteners and clips.

To remove the support arm in order to get at the spring, prop the desk lid open, remove the screws that hold the arm to the deck lid, and slide the outer telescoping half of the support arm down over the inner half to fully expose the cam and spring. You may need to employ a little force and perhaps some WD-40. On sedans, just slip out the old broken spring and slip in the new one. On coupes, the spring is crimped in place, so you must first carefully pry the crimp apart enough to remove the old spring before carefully crimping the new one in place. (You do not want to break off the tab that holds the spring in place.) (Editor's Note: At least some 1937 models have an entirely different type of support arm (e.g. my '37 Roadmaster); this folds rather than telescopes. The parts books show several different arms used on '37 and '38 models, so you should check your own car to see whether it has the style of arm to which Harry's "fix" applies.)



MORE TIPS ON ORDERING LYNN STEELE RUBBER PARTS

The Steele catalog indicates that six metal carcass, tab-held hood rests (No. C-0127) are needed per car. There are eight on my '38 Century's hood (four per side), plus one on each side of the nose where the front of the hood rests, and one on each hood rest arm, for a total of 12 (Editor's Note: I think the Steele catalog is correct that one needs six for a '37, which as we know has a different hood.)

In the Chevrolet section of the catalog is listed a side window anti-rattle pad (No. CV-0195) which fits into a slot in the outer door body metal and into the garnish molding on the inside. If your windows rattle or seem loose, you may improve things by installing these bumpers. My coupe uses two per door. I found that wetting the pads with soapy water made it easier to slide them into place.

AAV-2 CARBURETORS

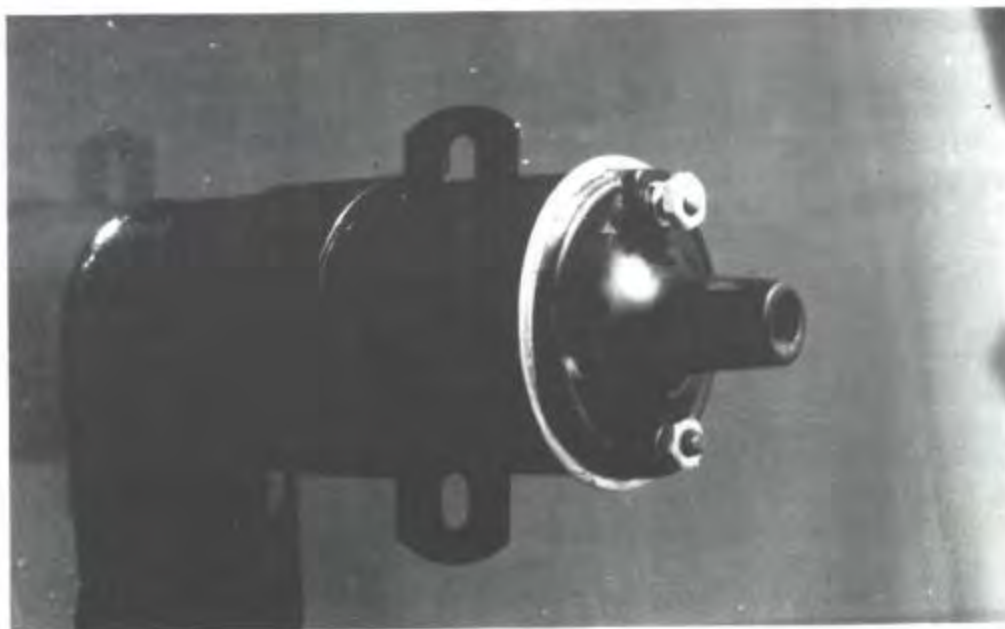
In the course of looking for a Stromberg AAV-2 ('38 large engine) I learned that Stromberg made two different AAV-2s, one for Buick and one for Chrysler. The two are not the same, and can be distinguished by their respective casting numbers. The Buick number, found on the base of the carb, is P-23359. The Chrysler number is P-23702. (Editor's Note. I looked this up in a MOTOR manual, and by George, Harry is correct; never knew that. I imagine the Chrysler carb does not have an attached starter switch, which would be another way to distinguish the two.)

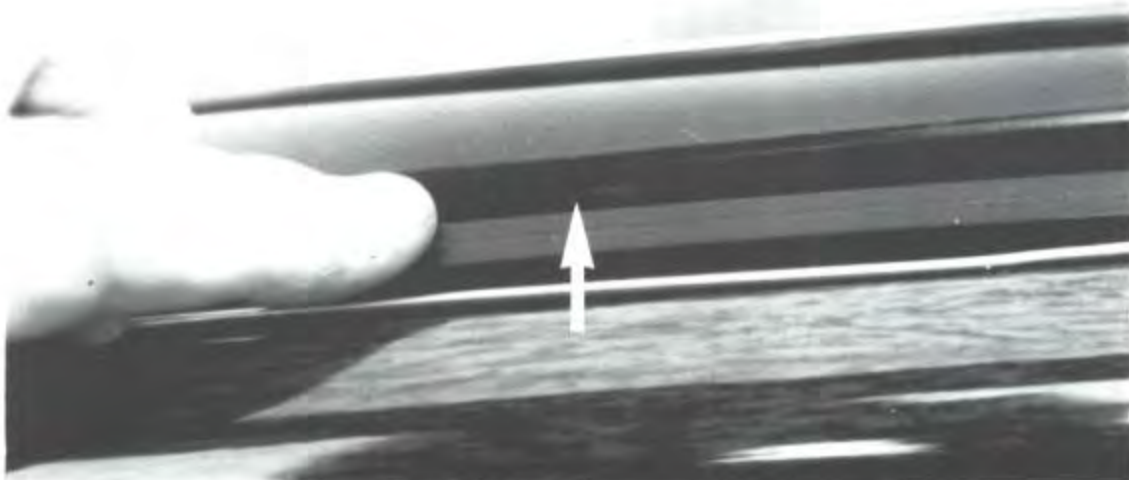
ORIGINAL COIL

For what it may be worth to real authenticity nuts, here is a picture of an original '38 coil. Notice the metal ring around the top. The bracket is spot-welded to the body of the coil. There is a small Delco-Remy logo on the tower. I have been told of a person who rebuilds old coils:

J. F. Sullivan
14 Clairden Road
Auburn, MA 01506
508/798-6701

(Editor's Note: Almost any 50-plus year-old electrical part is suspect, and coils perhaps more so than other things. The interior insulation is likely to have deteriorated, or the oil to have leaked out, to the point where such a coil's performance would be very questionable. Most people get by OK with modern six-volt coils, although their specifications may not exactly match those of the original. Neither Harry Logan nor I know anything about Mr. Sullivan, but if you have an old coil and want to go for a really authentic engine compartment, you might give him a try. The price of rebuilding an old coil is likely to be considerably more than the price of a new one. One thing Harry points out is worth keeping in mind: the bracket should make good contact with the body of the coil so as to ground it to the engine block. On the original, this was achieved by spot-welding the two together.)





MOUNTING AN AUXILIARY RADIO SPEAKER

The "dual" or auxiliary radio speaker is mounted on the firewall insulator or kickboard in front of the driver. It should be mounted on a block of wood to keep it $1\frac{1}{4}$ inches away from the mounting surface. You can see this block if you look carefully in the radio manual. This block is often missing from speakers found at parts meets, so the speaker may be incorrectly mounted directly to the firewall pad. This results in the stud protruding too far into the engine compartment, and may adversely affect the sound quality of the speaker. To correctly mount the speaker, make a wood block two inches square and $1\frac{1}{4}$ inches thick. In the center of this block, drill a $\frac{3}{4}$ " hole $\frac{3}{8}$ " deep, then continue this hole with a $\frac{3}{8}$ " drill through the block. The $\frac{3}{4}$ " hole will accept a nut to hold the block in place on the back of the speaker.

FIREWALL IDENTIFICATION PLATES

Frequently the identification plates that are riveted to the right side of the firewall are corroded, bent, punched through with holes for after-market heater tubes, or even missing altogether. These plates show the Buick model number, the Fisher "job" or "style" number, a "body number", the paint and trim (upholstery fabric) code numbers, and occasionally the month and year of manufacture, although this latter information is almost always left out. For some time we have been looking for a source of reproductions of these plates. Originally these plates were stamped out in a press at the Fisher Body plant, then attached to the body shells. Buick then punched in its model number as each car was finally assembled. Not only is the original process impossible of feasible duplication, but there are also potential legal problems with the duplication of a vehicle identification tag and use of the "Buick" and "Fisher" trade names.

A firm known as A. G. Backeast makes excellent copies of the Buick identification plate. They may be able to help you if you can give them the exact info your plate contains or should contain. Cost is about \$200, and certain restrictions may apply — presumably these are designed to deal with the legal problems mentioned above. I've seen one of these reproductions, and it appeared to duplicate an original very closely. Write to

A. G. Backeast
Box 581
Plainville, CT 06062.

MORE SPECIALTY VENDORS

Big Flats Rivet Co.
Box 100
Big Flats, NY 14814
607/562-3501

They had the rivets needed for attaching my rear-end ring gear to its carrier.

Bob Diehl & Son
York and Eddowes Rd.
Hartsville, PA 18974
215/343-5575

They do metal spraying and copper plating. I'm told they can replate your old torque ball.



INSTRUMENT REPAIR

The BCA Central Indiana Chapter newsletter reports that excellent repair of instruments and fuel tank sending units can be obtained from:

John Wolf & Co.
4550 Wood St.
Willoughby, Ohio 44094
216/942-0083



« Bugatti Red Revealed »



By Thom Schuttish

This is another chapter in the saga of obscure 1937-1938 Buick wheel colors. I wrote my last chapter several years ago on the 1937 stripe color Pimpernel Scarlet. Just as romantic, this chapter is on Bugatti Red.

I'm painting my 1938 Model 66S Corot Beige. The only choice of wheel color is Bugatti Red. But what does it look like? In launching my research, I first assumed it was different from the more common Dante Red (used in 1938 and into at least the early '50's). The Dupont 1938 Buick color chips give no numbers or formulae for wheel colors.

Several years ago I phoned the Dupont lab in Hayward, California, to ask if they could help. They said they could do nothing for me without a number. For the next couple of years while my project was slowly progressing, I pondered what to do.

Along with Buicks, I also love Bugattis and have dragged my wife, Georgia, to many shows, including Pebble Beach several years ago which featured all six Royales. One day Georgia observed that "Bugatti" red must mean the red of the Bugatti insignia. Of course! Why hadn't I thought of that?

Focusing on the Bugatti red insignia, I hatched a scheme to come up with my wheel color. I phoned the Behring Auto Museum (also known as Blackhawk) and told the librarian of my problem. I asked him if I could visit him sometime and match the appropriate Dupont fleet color chip with the insignia of one of his Bugattis. He said sure.

Before I got to the museum, I happened onto Volume VI, Number 4, page 11 of the Torque Tube. Listed there are 38 colors including the Dupont Dulux numbers for the wheels. (The list is from a Buick parts book. My January 1, 1954 parts book has the same list.) I'd looked at it before but never really appreciated what I was seeing.

The number for Bugatti Red is 94-20265. I called the Hayward Dupont lab and gave them the number. Judy there took a few seconds (presumably to punch the numbers into a computer) and then said "It's still a current number, only the number is now 20265DH." She said it was red. Was I ever happy! I also asked her about 82-20383, the number for Dante Red. She again looked and then told me that she couldn't find that number and so it must be obsolete.

The next day I called my local Dupont dealer and asked if they could mix the color. Bear in mind that Dulux is still available unlike Duco. They said they didn't have all the ingredients to mix it as some Dulux colors are getting hard to obtain. They referred me to their other store. I called them and they told me they could mix it. A day later I went to that store and had them mix 20265DH.

Twenty minutes later the clerk brought me the can lid with wet paint on it and looked puzzled and asked if this is what I wanted. The color was brownish-red. I became very disturbed as I was expecting a red like I've seen on a bunch of Buicks. But I'd never seen an original Bugatti Red wheel and so I couldn't categorically say if the color was right or wrong. So I took the paint, with the clerk assuring me he could redden it later if I wished.

I decided to do some further checking before I put the paint on the wheels. I again called Dupont in Hayward and asked Judy if the color could have changed over the years. All she could tell me was that 20265DH was a current Dulux number.

Next I called the Wilmington, Delaware, headquarters of Dupont. The woman I reached had no idea what I was talking about but referred me to Jeanette Osmond of their "Color Group" in Troy, Michigan at (313) 583-8183.

I told Ms. Osmond my story, giving her the number 94-20265. She left the phone for a few minutes. When she returned she said she had a large chip for 094-20265 and the color was like a brick red. BINGO! She took my phone number and said she'd do some further checking.

Ms. Osmond called me later and said she was puzzled because the 1938 Buick color chip sheet showed "Corot Beige". The silver threw her off. I asked her again about the color chip she had previously looked at. She said the chip for 094-20265 was not identified with Buick but rather was identified only with 094-20265. The chip was dated December 23, 1938. Her Buick chip sheet, on the other hand, had no number or color chip for "Bugatti Red."

I asked Ms. Osmond to describe again the color of the 094-20265 chip. She said "Adobe Huts, Indian Paintings, Bricks." That description convinced me that 20265DH was the same as the December 23, 1938 chip color for 094-20265.

Ms. Osmond and I pondered the question of what the silver meant on the Buick chip sheet. I told her it could be the stripe color. I later checked my own chip sheet and confirmed this to be the case.

Finally, I asked Ms. Osmond to pull her chip for 82-20383, Dante Red. She did so and said it was a much more traditional red than Bugatti Red.

The label on my paint can contains a computer-printed tinting guide:

Mix Size: Gallon		
20	Black	141.0
5450S	Drier Additive	296.0
50	Fer Yellow	1171.0
230	White	2180.0
380	Red Oxide	3881.0

So, I'm ready to start painting. Others with weird wheel colors might check with Dupont Hayward (Judy at (510) 782-0213), and with the Color Group in Troy. If Dupont has no current number, Ms. Osmond might let the interested Torque Tuber physically inspect the old chip in Troy. I'm sure Dupont would never let the chips leave their facility. Alternatively, perhaps she might agree to compare Dupont fleet color chips (provided to her by the Tuber), to her chip and inform the interested Tuber of the closest existing fleet color. (20265DH is listed by Dupont as a fleet color but it is not contained in the standard set of fleet chips that can be purchased from Dupont.) I found a little persistence and ingenuity resulted in uncovering a small piece of history.

EDITOR'S NOTE. Although the basic facts could have been distilled down to a few paragraphs, I included Thom's letter here in its entirety not only because it is rather interesting and required no editing whatsoever (Thom thus having proved that despite what the rest of us might have thought, tax attorneys can write literary English), but also because it shows how some persistence can pay off with useful information. We now have identified at least four colors out of the group of 1937 wheel stripe and 1938 wheel and wheel stripe colors, for which no color chip charts have — so far as I know

— ever been found. (All 1937 models had the wheels painted the same color as the body. All means all; no exceptions. In 1938, the situation was more complex: with some body colors, the wheels could be either the same color or an "optional" color; however, in the case of three '38 body colors — "Homer Grey" (521), "Corot Beige" (522), and "Raphael Green" (524) — the wheels were always a different color. For both years, each wheel had three concentric stripes and each wheel color had an assigned stripe color. In the case of one '38 wheel color — "Sevenjay Green" — the two outer stripes were silver and the center stripe was yellow.)

The colors we have identified so far are these:

- 1937 wheel stripe: (1) "Roi Grey" - grayish silver. Use DuPont Metallic Silver or mix about 1/3 light gray into bright silver or aluminum.
- (2) "Pimpernel Scarlet" - DuPont Fleet Color 2622.
- 1938 wheel colors: (1) "Bugatti Red" - see the preceding article.
- (2) "Dante Red" - this is probably a standard middle-of-the-road "red" red.

The colors we still need to find a modern DuPont number for, or at least an understandable description of, are set forth below. ("Brick red," as Thom Schuttish's informant described "Bugatti Red," is a reasonably understandable description: it means a brownish red, the color of most standard bricks, or, say, "Redweld" file folders.)

"Carteret Red" (289-50852) - '37 and '38 stripe color.

"Sevenjay Green" (94-20118) - '38 wheel color.

"Vincennes Red" (82-20522) - '38 wheel color.

"Stanhope Blue" (94-20331) - '38 wheel color.

"Ormond Tan" (94-3970) - '38 wheel color.

There are three stripe colors that are reasonably self-evident, and which thus do not need to be researched: "Silver" (289-4202); "Yellow" (289-52468); and "Cream" (289-52166). Anybody should be able to get close enough to these.

In all cases, the numbers set forth above are DuPont "Dulux" enamel numbers. "Dulux" is the old-style oil-based or alkyd enamel, as distinguished from DuPont "Centari" acrylic enamel or "Imron" polyurethane enamel. As Tom points out, "Dulux" is probably in the process of being phased out. "Duco" was DuPont's trade name for nitrocellulose lacquer; apparently this is no longer sold in California, but may be available in other states. In painting wheels and stripes, one should never use nitrocellulose lacquer in any event, because it is too easily chipped, so for present purposes the availability of "Duco" does not matter.

I have printed the 1937 and 1938 Paint Combination Charts from the Buick Master Body Parts Books several times in the past, so will not do so again here. If any member wants a copy of these charts, or a formula for reproducing one or two of the original body colors with modern DuPont paints — I have acrylic lacquer and enamel formulas for most, but not all, of the body colors — please send SASE to the Editor; identify the body color you want a formula for.



QUESTIONS



QUESTION: Can you give me a paint formula for the metallic brown color used on '37 steering columns?

ANSWER: The original color was called "Marsh Brown" — there are a few paint chips for it still in existence (I have one). A very close match is DuPont Tobacco Brown Metallic No. 43407-L. If you go to any DuPont automotive paint supplier, you can buy this in as small a quantity as one pint, which will be plenty. In addition to the steering column, the front ash tray and map light and radio cover plates were done in this color. (Tobacco Brown Metallic was, I believe, used on mid-70s Thunderbirds.)

NEW MEMBERS

David Hector #937
220 Camp St.
Providence, RI 02906

Ralph Rotante #938
107 Club Rd.
Stamford, CT 06905
203/322-8330
'38 46-C

Ronald A. Stimson #939
21453 Northwood Ave.
Fairview Park, OH 44126
216/333-7494
'37 46-C

Irvin Heckert #940
Rt.1-Box388
Lewisburg, PA 17837
717/524-5474
'37 40

Albert M. Fink #941
3516 Woodcrest Dr.
Riverview, FL 33569
813/681-4404
216/423-4792
'38 41 '38 90-L

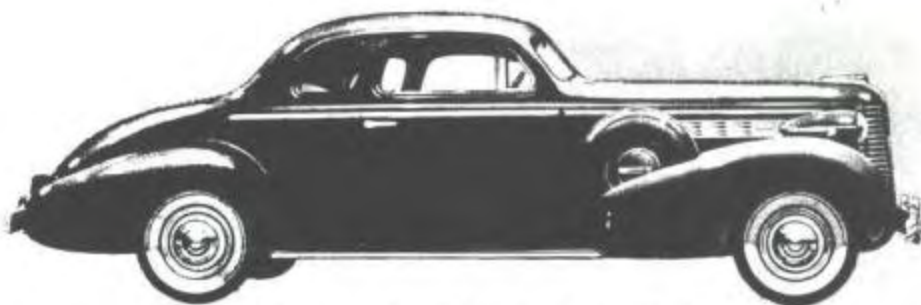
Larry D. Fast #942
4120 Mindt Ct.
Carmichael, CA 95608
916/944-2909

Wesley Manring #943
3401 S. Beacon
Muncie, IN 47302
317/288-8406
'37 41

NEW ADDRESS

Randy Underwood
703 Maria
Springdale, AR 72762

Jack Remesoff
6307 45 Ave.
Camrose,
Alberta T4V 0C3
Canada



Four-Passenger Sport Coupe with opera seats
MODEL 66-S



Classified Ads



PARTS FOR SALE

1937 series 40: gas tank straps (set)-\$15; motor mounts (2)-\$20 set; splash pan (left side only)-\$45; map light cover-\$8; hood latch handle, exc. chrome-\$15; interior light, rough, plastic good-\$10; radio dash covers (2 pieces)-\$35; 2 headlight pod (inside rings), restorable-\$20; pair, parking lights (restorable), no lenses, chrome pitted-\$25 ea/\$40 pair; head light chrome strip-\$15; radio speaker grille (minor pitting)-\$30; steering column lock assembly (no key)-\$35; trunk light assembly (no lens)-\$20; glove box door (no latch)-\$8; thermostat & by-pass valve housing (with by-pass valve)-\$20; instrument cluster (as is)-\$35 or offer; hood moldings (pair)-\$75; transmission (exc.)-\$125. 1937 series 40/60 stainless body moldings, no hood or running board- prices vary, inquire. These are all good reusable, restorable parts at reasonable prices. Please add 20% of price in advance for shipping; large orders will be charged actual shipping cost. JERRY ROOT (#422). 71 South Pollard Drive, Fulton, NY 13069 315/593-2346.

1937 heat riser assembly for Stromberg carb, excellent-\$75. 1937 & 1938 all series reproduction center hood strip, stainless steel. Back in stock after a two-year absence. These are the hood strips I first began reproducing 10 years ago. Difficulty in obtaining from supplier may result in this item no longer being available after this shipment is sold out. \$150. You must specify the year and model you desire. EDWARD DePOULI (#310). 119 Hardenburgh Ave., Demarest, NJ 07627. 201/767-3168.

1937-38 Parts

7.00 X 16 wheel.....	\$ 50
Side mount cover complete with trim, 80 series, EX.....	175
Deluxe heater, restored, working, 37 Ex.....	125
NOS trunk mount stop lens.....	25
New runningboard insulators, pair.....	30
New rubber hood corner pads, B-36, pair.....	12
NOS tie rod ends, L&R, 80 series.....	60
Defroster motor, working.....	35
NOS vacuum starter switch, #1607.....	35
New rubber door bumpers, (4).....	10
Splash pans, 37 80 series.....	25
NOS heater switch with knob.....	10
'37 engine decal set.....	10
New clock face glass, '37.....	10
AA1 carburetor with new rebuild kit.....	75
'38 distributor #1110801.....	45

Roland Bleitz #580 Home 805-251-6360/Work 818-886-9717
29084 Poppy Meadow St.
Canyon Country, CA 91351

1937 series 60 trunk lid with license light-no rust or dents-\$50; 4 doors with window regulators & lock and latch mechanisms, hinges-no rust or dents-\$50 each; tail lights with repro plastic lenses-\$25 each; 1938 series 60 speedometer & gauge cluster-temp gauge has sending unit & cable-all work fine-\$85; rear fenders right & left-no rust or dents-\$50; new master cylinder-never installed-\$35; Carter carb & rebuild kit-\$45 both; running board brackets-\$5 each; windshield wiper motor-works fine-\$25; cowl vent with linkage, handle & knob-\$25; same without knob-\$15; headlight switch-\$25; window regulators & door latch mechanisms-\$25 each. ALBERT NETTUNO (#869). 3060 South Decatur Blvd., Apt.L-15, Las Vegas, NV 89102. 702/873-7775.

1937 series 80/90 steering column. GENE McCOY (#573). 20 Raff Ave., Floral Park, NY 11001. 516/354-0210.

Large engine parts: hydraulic lifter cam, push rods, lifters, rebuilt rocker arm assembly-\$250 set; 8 rods-take insert bearings-\$175 set; new standard size insert rod bearings-\$40 set. All prices plus shipping. Call between 5:30 & 9:00 PM, EST, Mon-Fri, any time Sat & Sun. DAVID BYLSMA (#117). 7802 Chevalier Ct., Severn, MD 21144. 410/551-7236.

1937-38 Series 80 and 90 upper and lower control arm pins and bushings. \$332.50 incls. shipping. Only 5 sets left. N.O.R.S. Prepaid only.

1937-38 Series 60-80-90 transmission countershaft and reverse idler shaft. \$95.00 incls. shipping. Only 7 sets left.

N.O.R.S. Material 9310 R/C 60/62. Prepaid only.

Jack Corliss #279

5942 Hersholt Ave.

Lakewood, Ca. 90712

(310) 925-3294

8:00 a.m. - 9:00 p.m. PST

PARTS WANTED

'37 large engine head. GENE McCOY (#573). 20 Raff Ave., Floral Park, NY 11001. 516/354-0210.

For 1937 McLaughlin-Buick series 90: 3 vent window crank handles; 2 inside door handles; 4 hub caps-good. DEREK HODGETT (#690). 33 Nottingham Rd., Nuthall, Nottingham NG16 1DH, ENGLAND.

1937-38 series 40/60 monogram for sidemount cover with BUICK lettering-good to NOS condition. THOM SCHUTTISH (#6). 460 Duncan St., San Francisco, CA 94131. 415/285-8217.

1937 pair amber Trippe lights, good or fair; sharktooth grille guard; water pump, large engine; series 60 running board trim. STEVE NATHANSON (#656). 69 Terrace Rd., Walnut Creek, CA 94596. 510/947-6711.

For '38 Century: hood stainless center strip; bumper badge; tail light lenses; info on color combinations & upholstery materials, paint chips, interior pictures, woodgrain patterns. JOSE RAMON GARCIA MENENDEZ (#856). San Juan 363, 2000 Rosario, ARGENTINA.

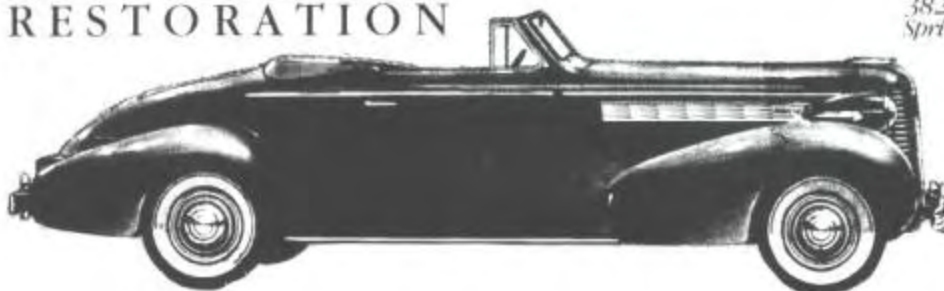
CARS FOR SALE

1937 Century 4-door, plain back, model 67. New upholstery, windows, carpet, mat, steering wheel. Radio and heat. Needs dash/trim paint. Body very solid; great chrome; new wide white tires; paint poor to good. Steering loose but engine runs smoothly and car performs well. With Finishing touches in place, this will be a strong and beautiful touring car. For more details see article "Coping with Adversity," TORQUE TUBE, Vol. VIII, No. 4. \$7,500. Darryl Comstock (#614) 6104 Nelson Place SW, Albany, Oregon 97321. Call 503/926-3670 (no Friday or Saturday calls).

CAR FOR SALE. 1937 model 47, 4-door Special plain-back. Black. Perfect professional restoration by Dave Lewis. AACA Junior, '84; senior, '84; Grand National, '86. \$23,000. Dave Bellon, New York City. Days, 718/786-8973; evenings, 516/932-0146.



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- Model 46S
- Model 47
- Model 48 (1937 only)
- Model 61
- Model 66
- Model 66S
- Model 67



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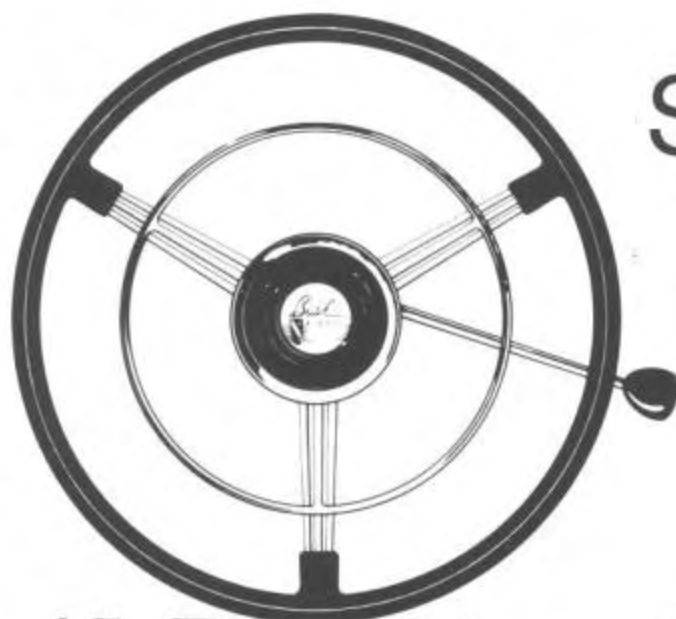
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(602) 278-4505

J.B. Donaldson Co.

2533 W. Cypress Phoenix, Arizona 85009



5TH ANNIVERSARY of 1937-1938 BUICK MEET
CROSSROADS VILLAGE
FLINT, MICHIGAN
SATURDAY, MAY 30, 1992



LET'S DO IT AGAIN!

Host motel is the Ramada Inn, located at I-75 at Pierson Road (Exit 122). Room rate is \$50.00. Make your own reservations at phone number (313) 732-0400. Mention 37/38 Buick Club.

For early arrivals, we have received a special rate for the Sloan Museum. Tours will be from 2 to 5 p.m., Friday, May 29, 1992. This museum features more than cars, and should be included in your plans. You'll be on your own for dinner Friday night.

Saturday we will leave the motel at 9:00 a.m. and drive to Crossroads Village. We have made arrangements with the village for free admission and two free train rides per car. We will have a buffet dinner at about 4 to 4:30 p.m.

There will be no flea market, but registrants are welcome to bring parts for sale or trade.

REGISTRATION

BCA # _____ 37/38 BUICK MODEL _____

NAME _____

ADDRESS _____

Show registration and 1 meal \$ 15.00

_____ extra meals x \$10.00 + _____

TOTAL \$ _____

REMIT NO LATER THAN MAY 15, 1992 TO: Marv Rhynard Bob Jones
15330 Pinehurst or 2523 Lanning
Lansing, MI 48906 Burton, MI 48509

Commemorative plaques will be part of the show registration.

